WHAT IS CLAIMED IS:

1. A thrust reverser for a bypass turbojet, the thrust reverser comprising:

at least one moving part suitable for being displaced under drive from at least one control actuator so as to constitute an obstacle for diverting flow when operating to reverse thrust;

at least one manual control unit including a drive takeoff enabling said moving part associated with said control actuator to be driven manually; and

an electrical control system for driving said control actuator electrically;

wherein each manual control unit is associated with a maintenance plate that is pivotable between at least two positions:

a first or "normal operation" position in which said plate prevents the manual control unit with which it is associated from being driven manually, while allowing it to be driven electrically; and

a second or "maintenance" position in which said plate allows the manual control unit with which it is associated to be driven manually, while preventing it from being driven electrically.

2. A thrust reverser according to claim 1, wherein each maintenance plate is pivotable into a third or "locking" position different from said first and second positions, in which said plate prevents the manual control unit with which it is associated from being driven manually while also preventing it from being driven electrically.

3. A thrust reverser according to claim 2, further including detector means for detecting the positions of said maintenance plates connected to said electrical control system, said detector means allowing electrical drive of said reverser to be inhibited whenever any one

of the maintenance plates is in the maintenance position or the locking position.

4. A thrust reverser according to claim 2, wherein each maintenance plate includes a latch for co-operating with said takeoff of the manual control unit with which it is associated when said plate is in said locking position, thereby locking the moving portion in position.

5. A reverser according to claim 4, wherein said latch is square or hexagonal and shaped to be received in said takeoff when said plate is in said locking position.

6. A thrust reverser according to claim 1, wherein each maintenance plate is disposed in a plane substantially perpendicular to an axis of the takeoff of the manual control unit with which it is associated, and is pivotable about a pivot axis substantially parallel to said takeoff axis.

7. A thrust reverser according to claim 6, wherein said maintenance plate is substantially rectangular.

8. A thrust reverser according to claim 6, wherein said maintenance plate is substantially L-shaped.